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### REMARKS

Reconsideration of the application as amended is requested.

In the Office Action dated November 19, 2004, claim 8 was objected to. Claim 8 has been amended to recite "bunks", such that claim 8 is now believed to be in proper form.

Claims 1-4 were rejected under 35 U.S.C. §102(b) as being anticipated by Ostrand U.S. Patent No. 5,292,145. Claims 7-12 were rejected under 35 U.S.C. §102(b) as being anticipated by Calkins et al. U.S. Patent No. 3,104,770. Claim 5 was rejected under 35 U.S.C. §103(a) as being unpatentable over Ostrand '145. Claim 6 was rejected under 35 U.S.C. §103(a) as being unpatentable over Ostrand '145 in view of Kelly U.S. Patent No. 6,767,171 and Kamminga U.S. Patent No. 6,361,060. Claim 14 was rejected under 35 U.S.C. §103(a) as being unpatentable over Urbank U.S. Patent No. 5,722,809 in view of Ostrand '145. Claims 15-18 were rejected under 35 U.S.C. §103(a) as being unpatentable over Urbank '809 in view of Ostrand '145 and further in view of Kelly '171. Claims 19-21 were rejected under 35 U.S.C. §103(a) as being unpatentable over Urbank '809 and further in view of Calkins et al. '770.

Claim 1 has been amended to recite a base frame defining a front end and a rear end, and including a pair of front wheels at the front end and a pair of rear wheels at the rear end of the base frame. The base frame also includes an upwardly extending structure at the front end forming a handle for manual movement of the dolly. Claim 1 also recites a pair of parallel bunks fixed to a base frame, and a support frame that is mounted to the base frame for vertical movement. A lift moves the support frame from a lower position to a raised position wherein the rollers are significantly higher than the upper surfaces of the bunks.

Applicant submits Ostrand '145 does not disclose a pair of front wheels and a pair of rear wheels as recited in amended claim 1, and there would be no reason to modify the Ostrand '145 trailer to include such an arrangement. The four wheels of the dolly (see, e.g., Fig. 1) provide a stable platform that can be readily moved by grasping a handle formed by upright frame members 18 and a horizontal bar 19. Also, Ostrand '145 is designed to deal with the problem of rollers damaging the surface of a boat during transportation (column 1, lines 29-32). Thus, Ostrand '145 teaches that "this lifting movement is just sufficient to raise the

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rollers to a position in which the rollers engage the boat and lift it away from the bunks." And, "is not necessary for the roller to be raised in height to a position above the height of the bunk" (column 4, lines 39-48). In contrast, claim 1 recites that the lift moves the support frame to a raised position wherein the rollers are significantly higher than the upper surfaces of the bunks. As illustrated in Fig. 4 of the present application, Applicant's dolly thereby provides for transfer of a watercraft 12 from the dolly to a trailer. Ostrand '145 is designed to deal with a much different problem (damage to a boat hull during transport), and therefore does not teach or suggest the arrangement of amended claim 1.

Claims 2-6 depend from claim 1, and are therefore believed to be allowable for those reasons set forth above in connection with claim 1. Furthermore, claim 6 has been amended to recite that the base frame includes a pair of lower horizontally extending frame members having inner ends fixed to the first upright frame member below a winch, the base frame further including a pair of upright outer frame members having lower ends secured to outer ends of the lower horizontally extending members, and an upper horizontal frame member secured to upper ends of the upright outer frame members above the winch to form a handle for manual transportation of the dolly. As illustrated in Fig. 1 of the present application, the dolly 1 includes a first upright frame member 16, a pair of horizontal frame members 17, and upright frame members 18 that support a horizontal bar 19 above a winch 20. This arrangement provides a handle that is convenient to use, and the positioning of the winch and handle provide a reduced overall length that facilitates storage and handling of a watercraft in confined areas. Applicant respectfully submits that the cited references do not teach or suggest such an arrangement.

Independent claim 7 of the present application recites a trailer for transport of watercraft including a frame and an enlarged horizontal main support surface secured to the frame, wherein at least a portion of the main support surface is generally planar and fixed to the frame. The main support surface has a pair of elongated openings therethrough. The trailer includes first and second elongated bunks positioned in vertical registry with the elongated openings. The first and second bunks are movably interconnected with the frame for

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movement between raised and lowered positions. First and second linkages movably interconnect the bunks to the frame, and retainers secure the bunks in the raised positions.

Applicant respectfully submits that Calkins et al. '770 does not disclose a trailer including an enlarged horizontal main support surface secured to the frame, with a pair of elongated openings through the main support surface. With reference to the Fig. 2 of the present application, the enlarged planar support surface 34 permits the trailer 30 to be used for transport of a wide variety of items in addition to a watercraft. Applicant respectfully submits that the cited references do not teach or suggest a dual-use trailer as recited in claim 7. Applicant has reviewed Calkins et al. '770, and can find no feature that can reasonably be construed to be an enlarged horizontal support surface fixed to a frame with elongated openings and first and second bunks positioned in vertical registry with the elongated openings.

Claim 8-12 depend from claim 7, and are therefore believed to be allowable for those reasons set forth above in connection with claim 7. Furthermore, claim 11 has been amended to depend from claim 7, and recites that the main support surface defines spaced-apart opposite side edges and a front edge extending between the side edges to define an outer perimeter. The trailer of claim 11 further includes an upwardly protruding structure positioned along the perimeter to retain articles on the main support surface during transport. As illustrated in Fig. 2 of the present application, a fence like frame 35 extends around the perimeter of the trailer to ensure that items positioned on the main support surface 34 are not inadvertently dislodged. Applicant submits that the cited references do not teach or suggest a dual-use trailer including such an arrangement.

Independent claim 13 recites a kit for supporting watercraft including a dolly and a trailer. The dolly includes both a base frame and a support frame that is movably mounted to the base frame for movement between raised and lowered positions. The trailer includes a trailer frame and an enlarged horizontal main support surface and a pair of elongated bunks defining upper support surfaces positioned above the main support surface. The rollers of the dolly are positioned at about the same height as the upper surfaces of the bunks of the trailer when the support frame is in the raised position to facilitate transfer of watercraft from the dolly onto the bunks of the trailer and vice versa.

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As an initial matter, Applicant submits that Urbank '809 cannot reasonably be construed as disclosing a trailer having an enlarged horizontal main support surface as recited in claim 13. Furthermore, Urbank '809 does not disclose a dolly having a base frame and a support frame that is movably mounted to a base frame for movement between raised and lowered positions. As illustrated in Fig. 4 of the present application, Applicant's dolly includes a lift to vertically adjust the vertical position of a watercraft 12 for transfer between the dolly 1 and trailer 30. In contrast, the trailer of Urbank '809 carries a dolly in a piggy-back fashion, and the watercraft is not. Accordingly, there would be no reason whatsoever to provide Urbank '809 with a dolly having a movable support frame for raising and lowering of a watercraft.

Furthermore, the trailer of claim 13, as amended, has upper support surfaces of bunks that are above the main support surface to support a watercraft above the main support surface. Urbank '809 cannot reasonably be construed as disclosing an enlarged horizontal main support surface. Urbank '809 also does not disclose a trailer with bunks for supporting a watercraft. The dolly of Urbank '809 is loaded onto the trailer, such that there would be no reason to provide the trailer with bunks. Still further, Urbank '809 also does not disclose or suggest bunks having upper surfaces above an enlarged horizontal main support surface as recited in claim 13.

Claims 14-21 depend from claim 13, and are therefore believed to be allowable for those reasons set forth above in connection with claim 13.

Furthermore, claim 14 recites that the dolly includes a lift that operably interconnects the base frame and the support frame to move the support frame between the raised and lowered positions. The dolly of Urbank '809 is loaded onto the trailer of Urbank '809, and Applicant can find no teaching or suggestion to provide the Urbank '809 dolly with a lift as recited in claim 14.

Claim 15 depends from 14, and has been amended to recite that the main support surface defines spaced-apart opposite side edges and a front edge. The side edges and the front edge define a perimeter, and an upwardly projecting structure around the perimeter retains

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articles on the trailer during transport. Applicant respectfully submits that the cited references do not in any way teach or suggest such an arrangement.

Applicant has made a concerted effort to place the present application in condition for allowance, and a notice to this effect is earnestly solicited. In the event there are any remaining informalities, the courtesy of a telephone call to the undersigned attorney would be appreciated.

Respectfully submitted,

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2/21/05  
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